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1. [] the Ministry of Railways, the National Committee of the Railway Workers' Union, and the Railway Working Committee of the New Democratic Youth Corps published jointly a decision to carry out a loading plan set for 1952 throughout China. The plan, occasioned by the locomotive shortage, calls for maximum loading of freight cars and daily hauls of 500 kilometers by locomotives. [] the General Transportation Administration of the Ministry, car loadings for the first quarter of 1952 were only 80.9 percent of the projected norm.

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2. Cha-te-lo-jih-nei (2089/1779/5012/2480/0355), a Soviet railway expert, made an inspection of railway stations in China and reported the reasons for failure to fulfill the railway loading plan as:
 - a. Lack of railway technical equipment and the improper use of existing equipment at railway stations.
 - b. Assignment of excessive work to station personnel.
 - c. Absence of supervision, inspection, or review in the railway loading plan. Patriotic production competition has become an empty formality without practical results.
 - d. Shortage of locomotives; however, locomotives in use travel considerably farther than the 500 kilometers per day set by the plan.
 - e. Lack of a time schedule for car-loading.

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25 YEAR RE-REVIEW

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